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DEPARTMENT OF THE ARMY
OFFICE OF THE ADJUTANT GENERAL
WASHINGTON, D.C. 20310

IN REPLY REFER TO

AGAM-P (M) (18 Apr 68) FOR OT RD 681127

25 April 1968

SUBJECT: Operational Report - Lessons Learned, Headquarters, 14th
Combat Aviation Battalion, Period Ending 31 January 1968 (U)

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1. Subject report is forwarded for review and evaluation in accordance with paragraph 5b, AR 525-15. Evaluations and corrective actions should be reported to ACSFOR OT RD, Operational Reports Branch, within 90 days of receipt of covering letter.
2. Information contained in this report is provided to insure appropriate benefits in the future from lessons learned during current operations and may be adapted for use in developing training material.

BY ORDER OF THE SECRETARY OF THE ARMY:

Kenneth G. Wickham

KENNETH G. WICKHAM
Major General, USA
The Adjutant General

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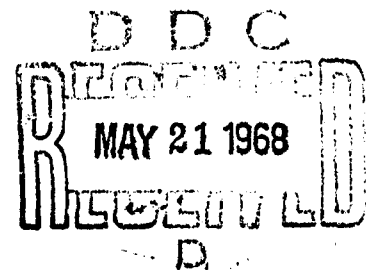
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DEPARTMENT OF THE ARMY
HEADQUARTERS, 14TH COMBAT AVIATION BATTALION
APO San Francisco 96374

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SUBJECT: Operational Report for Quarterly Period 31 January 1968 (RCS-CS
FOR 65)

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Section I: Significant Organizational Activities

1. (C) General

a. The mission of the 14th CAB is to provide timely direct and general aviation support to the elements of the Americal Division and selected units within I Corps Tactical Zone.

b. Major organizational changes during this quarter were:

(1) The 161st Aviation Company was redesignated A Company, 123rd Aviation Battalion and released from assignment to 14th Combat Aviation Battalion and assigned to the Americal Division effective 15 January 1968 per General Order # 300 Hq USARPAC, dtd 2 December 1967.

(2) Troop C, 7th Squadron, 17th Air Cavalry was attached to 14th Combat Aviation Battalion and OPCON to the Americal Division effective 3 December 1967 per General Order # 30, Hq 17th Aviation Group, dated 30 November 1967.

c. Aircraft assets and their location at the close of this reporting period are as follows:

<u>UNIT</u>	<u>NUMBER OF AIRCRAFT</u>	<u>HEADQUARTERS LOCATION</u>
HHD, 14th CAB	1 U6A	Chu Lai, RVN (BT 572 035)
14th Sec Plat		
348th Avn Det		
534th Med Det		
71st Avn Co	18 UH-1D, 7 UH-1C	Chu Lai, RVN (BT 541 064)
94th Sig Det		
151st TC Det		

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17 UH-1D, 8 UH-1C

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Duc Pho, RVN (BS 812 382)
DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

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<u>UNIT</u>	<u>NUMBER OF AIRCRAFT</u>	<u>HEADQUARTERS LOCATION</u>
409th TC Det		
452nd Sig Det		
756th Med Det		
176th Avn Co	17 UH-1D, 7 UH-1C	Chu Lai, RVN (BT 527 116)
411th TC Det		
454th Sig Det		
178th Avn Co	14 CH-47A, 1 CH-47B	Chu Lai, RVN (BT 547 057)
400th TC Det		
Trp C, 7th Sqdn, 17th Air Cav	5 UH-1H, 10 UH-1C 10 OH-6A	Chu Lai, RVN (BT 527 116)

d. Transportation and Signal Detachments continue to remain attached to each Aviation Company to facilitate aircraft and avionics maintenance support.

e. Medical support assets have been divided to afford aviation medical support at both Chu Lai and Duc Pho.

f. Command

(1) The 14th Combat Aviation Battalion was commanded by LTC Carroll C. Isaacs, OF 100 091, Armor.

(2) Major Robert D. Fitzgerald, 05 930 052, Infantry, assumed command of the 71st Aviation Company on 18 January 1968.

(3) The 174th Aviation Company was commanded by Major Thomas W. Wheat Jr., 04 009 596, Artillery.

(4) Major Paul E. Jackson, 04 025 832, Artillery, assumed command of the 176th Aviation Company on 3 November 1967.

(5) Major Ernest M. Wood Jr., 04 010 688, Artillery, assumed command of the 178th Aviation Company on 19 December 1967.

(6) Troop C, 7th Sqdn, 17th Air Cavalry was commanded by Major James D. Marett, 04 023 646, Armor.

2. (C) Intelligence and Counterintelligence.

a. During the period 1 November 1967 - 31 January 1968 the 14th Combat Aviation Battalion had 142 aircraft hit by hostile fire. This represents a decrease of 24% from the total of the preceding quarter.

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b. Analysis of the hostile fire reports to determine the number
of aircraft hit by altitude and aircraft action reveals the following:

<u>ALT</u>	<u>ON GROUND</u>	<u>T/O</u>	<u>LNDG</u>	<u>ENRT</u>	<u>TARGET ATTACK</u>	<u>TOTAL BY ALTITUDE</u>
0	9	7	7	26	0	49
100	0	2	4	8	2	16
200	0	3	3	6	1	13
300	0	1	1	7	4	13
400	0	1	0	1	4	6
500	0	0	2	10	3	15
600	0	0	0	4	0	4
700	0	0	0	0	1	1
800	0	0	0	1	0	1
900	0	0	1	0	0	1
1000	0	0	8	0	0	8
1100	0	0	0	1	0	1
1200	0	0	0	0	0	0
1300	0	0	0	0	0	0
1400	0	0	0	0	0	0
1500	0	0	0	2	0	2
1600	0	0	0	0	0	0
1700	0	0	0	2	1	4
1800	0	0	0	0	0	0
1900	0	0	0	0	0	0
2000	0	0	1	0	0	1
UNKNOWN	0	1	2	4	0	7
TOTAL	9	15	29	73	16	142

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c. During the first week of January there was a high number of 50 Cal and 12.7mm H&M activity in the Hiep Duc and Que Son valleys. There were 10 aircraft damaged as a result of these weapons.

d. The weather had no major effect on operations during this quarter. There were some missions delayed in the early morning hours because of low visibility.

3 (C) Operations and Training:

a. Plans

(1) Contingency plans for Chu Lai defense were updated and put into effect and a contingency disaster plan for II Corps was drafted.

(2) Continuous planning and coordination were accomplished with ground commanders in preparation for conduct of operations outlined below.

b. Operations

(1) This Battalion was engaged in combat or combat support operations every day of the reported period.

(2) Aviation companies of this battalion participated in the following major operations.

<u>OPERATION</u>	<u>SUPPORTED UNIT</u>	<u>DATES</u>
Wheeler	1/101st Inf Bde and 196th Light Inf Bde	11 Sep 67 to present
Wallawa	3/1st Air Cav Div and 3/4th Inf Div	4 Oct 67 to present
Muscatine	11th Infantry Brigade	20 Dec 67 to present

(3) In order to give the best possible combat support, units of the battalion were disposed as follows:

<u>AVIATION UNIT</u>	<u>UNIT SUPPORTED</u>
71st Aviation Company	Direct support to 196th Light Infantry Brigade
161st Aviation Company (until re-assignment)	General Support to Americal Division
174th Aviation Company	Direct Support to the 11th Infantry Brigade.

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AVIATION UNIT

UNIT SUPPORTED

176th Aviation Company

Direct Support of 198th Light Infantry Brigade and the 3rd Brigade 4th Infantry Division

178th Aviation Company

General Support to Americal Division

Troop C, 7th Sqdn,
17th Air Cav

OPCON to 196th Light Infantry Brigade

(4) The 196th Light Infantry Brigade has relieved the 1/101st Abn Inf Bde in operation Wheeler and has become the primary maneuver brigade of the Americal Division. All brigades have conducted daily airmobile combat assaults, extractions and resupply.

(5) The following battalion sized assaults were conducted during the reporting period.

<u>DATE</u>	<u>UNIT MOVED</u>	<u>NUMBER OF TROOPS</u>	<u>NUMBER OF A/C</u>
4 Nov 67	1/14 Inf Bn	400	20 UH-1D
6 Nov 67	2/327 Inf Bn	582	26 UH-1D 4 OH-47
6 Nov 67	1 Bn 7th Cav	360	24 UH-1D
6 Nov 67	5 Bn 7th Cav	485	24 UH-1D
18 Nov 67	One ARVN Bn	440	16 UH-1D
20 Nov 67	3/21 Inf Bn	300	20 UH-1D 4 OH-47
23 Nov 67	2/502 Inf Bn	434	6 UH-1D 3 OH-47
24 Nov 67	2/327 Inf Bn	498	4 OH-47
25 Nov 67	1/327 Inf Bn	383	4 OH-47

(6) Troop C, 7th Sqdn, 17th Cav became operational on 5 December 1967 giving the Americal Division its first air cavalry troop which is deployable throughout the Division TACR.

(7) Two mortar attacks were made on the 14th Avn Bn Hq.

a. On 272342 Jan 68 an unknown size VC force fired 15-20 rounds of 82mm mortar into the compound causing minor damage and no casualties.

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b. On 300400 Jan 68 an unknown size VC force fired 4 rounds of 122mm rocket and 3-10 rounds of 82mm mortar into the En LEE compound causing considerable damage to buildings and equipment but no casualties.

(8) During the quarter the 14th Aviation Battalion accomplished the following:

	<u>NOVEMBER</u>	<u>DECEMBER</u>	<u>JANUARY</u>	<u>TOTAL</u>
Hours	10,906	11,800	10,259	32,965
Troops	65,139	63,677	55,788	184,604
Cargo Tons	8,501	7,745	9,571	25,817
Sorties	45,438	46,520	39,278	131,236
Med Evac	55	108	274	437
VC KDA (Conf)	112	298	492	902
Structures Destroyed	305	484	451	1,240
Sampans Destroyed	6	227	324	557
Ammunition Expended:				
7.62mm	1,133,100	1,509,200	1,110,200	3,752,500
40mm	23,200	25,400	20,300	68,900
2.75" Rocket	6,700	8,800	5,500	21,000

c. Training

(1) The 174th and 178th Aviation Companies set up a training program for the newly arrived 11th Light Infantry Brigade. This training included aviation planning and utilization, UH-1 combat assaults, and CH-47 sling loading.

(2) A new weapons system, the 81mm Mortar Air Delivery System (MADS), was introduced by the 176th Aviation Company. This system, explained more fully in SECTION II, required very little crew training. After three to four practice runs, the average pilot can achieve hits on a fixed target three to five meters in size.

(3) A New Equipment Training Team from Ft Hunchua, Arizona presented formal instruction to 150 aviators of this battalion on the KY-28 Secure Voice Radio Equipment which is being installed in all aircraft assigned this battalion.

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(4) With the arrival of the CH-47E, the 178th Aviation Company has initiated a program of training to qualify aviators and maintenance personnel on this model aircraft. This program is progressing on schedule.

4. (C) Logistics

a. General: During the reporting period there was no significant changes in vehicular support. Vehicle parts supply are still inadequate. Also a shortage of aircraft lubrication oil 7808 & 5606, Ballistic Helmets & Body Armor, Protective was encountered but during the month of December the situation was alleviated and no unforeseen shortages are contemplated.

b. Class I - No significant events or problems

c. Class II & IV - No significant problems encountered during the quarter except fire fighting and crash rescue equipment for units of the Battalion. 174th, 176th and 178th Aviation Companies still have requirements for fire trucks. Requirements for this equipment have been placed on the supporting agency.

d. Class III:

(1) 5 Nov 1967: Operation Wheeler/Wallowa. Refueling operations located at Tam Ky required that the battalion setup additional refuel points to provide increased refuel capabilities. The 14th Battalion setup and operated eight (8) refuel points. Eight (8) POL tankers were used at the site to support the 1st Brigade, 101st Airborne and 1st Air Cavalry Division.

(2) 7 Nov 1967: The 14th Battalion FSP, (JP4 refuel and Ammo Points) Operations at Tien Phouc were closed out. Personnel and equipment were returned to Chu Lai. Remaining stocks of ammunition were relocated at Tam Ky under the supervision of 176th Aviation Company.

(3) 8-16 Nov 1967: S-4 Personnel, 14th Battalion conducted courtesy inspections of all units assigned to the battalion in preparation for upcoming CMMI inspections. All areas of operations and supply were inspected and units were maintaining their areas in satisfactory condition.

(4) 20-24 Nov 1967: 17th Aviation Group, CMMI assistance team arrived this headquarters in preparation for 1st Aviation Brigade CMMI Inspection. All units were inspected and although some discrepancies were found the units were in a satisfactory condition. Emphasis was placed on maintenance of vehicles, aircraft and supply operations.

(5) 27 Nov 1967: "C" Troop 7/17th Cavalry during this period was attached to the 14th Aviation Battalion from Pleiku for administration and Logistics. The unit used organic air transportation and the unit closed at Chu Lai on 3 December 1967.

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(6) 29 Nov-1 Dec 67: 1st Aviation Brigade, CMMI inspection team consisting of 1 Officer and 7 Enlisted men conducted the annual CMMI inspection. The 174th, 178th and 71st Aviation Companies were inspected, all units were found to be satisfactory.

(7) 3 Dec 1967: The 71st Assault Helicopter Company assumed operational control of FSP refuel and ammunition points at Tam Ky from 176th Aviation Company. In addition the refuel and ammunition points were relocated at Hill 35. Five (5) refuel points were setup using organic POL tankers until arrangements could be made to obtain 3000 gallon bladders and POL dispensing equipment. The battalion S-4 personnel assisted the Co getting the points into operation.

(8) 15 Jan 1968: 161st Aviation Company was redesignated "A" Company, 123rd Aviation Battalion and reassigned to Americal Division. The 14th Aviation Battalion continued to support the unit until 15 Jan 1967.

c. Base Development

(1) Improvement in Conditions. During the months of September and October the following units completed a self help program of converting tent frames into tin roofed strong backs.

(a) The 71st Aviation Company converted 24 tent frames to strongbacks. In December when the 178th completed the move into their new area the 71st occupied all of the strongbacks in the immediate area.

(b) The 161st Aviation unit did an excellent job of converting tents to strongbacks by organizing a crew which completed about two buildings each day. When this program was completed the unit had 40 billets for their personnel. This unit also constructed an EM Club and an officers lounge on a self help program.

(c) The 178th Aviation Company converted 17 tent frames into strongbacks through a strongback program. Approval was also obtained to construct 19 more strongbacks. A crew of Seabees from MCB6 assisted the unit in the construction of these buildings. Two 16x32 strongbacks were combined into a 16x64 building.

(d) HHB converted 20 tent frames into tin roofed strongbacks.

(e) The 174th Aviation Company decided to construct billets which would serve as bunkers. The local engineer support gave them technical assistance in a design consisting of heavy timber, metal matting, and two feet of sandbags.

(2) Maintenance Hangars.

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(a) A letter was sent through channels requesting aircraft maintenance hangars on the 12th of August. Results from this request have been sent back and forth between higher commands for funding and approval. This request is still active and action is expected very soon.

(b) A search was made by the S-4 for maintenance tents. This search did locate a few tents which were eventually shipped to this unit.

(c) The 71st and 174th maintenance units constructed 2 temporary, 4 bay timber structure hangars for aircraft maintenance until permanent structures can be constructed.

(d) With the support of MCB6 and 9th Marines the following projects were completed.

1 71st Aviation mess hall and water tower. The trusses of the mess hall were designed for 2x6's but when they were not available an alternate 2x4 truss was used. The 9th Engineer constructed this building.

2 14th Avn Bn, HHD, PX and barber shop. Due to the distance between the unit location and the main service facilities approval was obtained for a branch PX. MCB6 did an excellent job of construction on this project.

3 Additional burnt out latrines were obtained through Division Engineers from the 9th Engineers.

f. New Base Development Plans.

(1) When the Americal Division requested each unit to submit a base development plan as prescribed in Americal Regulation 415-1 the following items were submitted for each company.

(a) Form A - Listing of all categories of construction items of SF, GA, or KW requirements based on USARV construction bulletin 415-2-10.

(b) Form B - Present assets

(c) Form C - Deficiencies - Summary of form A&B.

(d) Plot Plan - Scale 1" = 100' showing present and proposed construction.

(2) Americal Base Development Office combined these forms for all units in Chu Lai and has submitted the overall plan to USARV for approval.

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(3) A memorandum has been written to give guidelines for the development of unit areas according to the approved plan.

g. Maintenance

(1) The flow of vehicle parts during this period has increased significantly. As a result, deadline rates reversed their previous trend and steadily improved.

(2) The rapid turnover of qualified maintenance personnel resulted in a problem during this quarter. Minor personnel shortages and low skill levels are evident in all maintenance MOS fields.

(3) Eight OH-47A's came due for #12 PE during the quarter. Two of the 12th PE's were accomplished locally by the 540th and 400th Trans Det. Three of the OH-47's requiring 12th PE were turned into field maintenance and replaced with float aircraft. Two OH-47's are awaiting 12th PE and one is presently undergoing 12th PE by 400th Trans Det. One OH-47B was received, but problems caused by extensive downtime and lack of "floats" during #12 PE's cannot be minimized. Expected input of OH-47B aircraft will solve much of the problem that existed during this quarter.

(4) Despite many combat damaged aircraft during this period, maintenance reaction has been excellent. Aircraft repair parts continued to flow well, but transportation difficulties from Saigon and Qui Nhon sometimes delayed shipment of BDP parts for several days.

(5) Aircraft availability during this period was as follows:

	<u>UH-1D/H (slicks)</u>	<u>UH-1B/C (armed)</u>	<u>OH-47</u>	<u>OH-6A</u>
NOVEMBER	85%	81%	83%	N/A
DECEMBER	83%	77%	76%	58%
JANUARY	80%	70%	77%	60%

(6) Aircraft mission ready availability during this period was as follows:

	<u>UH-1D/H (slicks)</u>	<u>UH-1B/C (armed)</u>	<u>OH-47</u>	<u>OH-6A</u>
NOVEMBER	68%	63%	62%	N/A
DECEMBER	69%	61%	71%	39%
JANUARY	70%	64%	71%	57%

5. (C) Civil Affairs:

a. During this period units of the Battalion have continued to haul many tons of rice and salt from field locations to storage areas from which it is later distributed to refugees throughout the Americal AO.

b. Hundreds of refugees have been moved from major contact areas to refugee centers.

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c. Battalion units, particularly the 174th Aviation Company in the Duc Pho area, have donated soap and candy to orphanages and, when possible, building materials and tools to assist in the construction of refugee centers.

d. Battalion doctors participated in the MEDCAP program in conjunction with Americal Division ground units.

e. The battalion is supporting an orphanage in Chu Lai and helping to support one in Tam Ky.

6. (C) Personnel

a. The following is an analysis of battalion strength for the quarter:

Consolidated Battalion Strength

	<u>Authorized</u>	<u>Assigned</u>	<u>Over/Short</u>
31 Jan 68	Off: 98	85	-13
	WO 221	192	-29
	EM 1190	1185	-5

	<u>Rated</u>		<u>Non - Rated</u>	
	<u>Auth</u>	<u>Asgn</u>	<u>Auth</u>	<u>Asgn</u>
	<u>Off</u>	<u>WO</u>	<u>Off</u>	<u>WO</u>
1 Nov 67	92	235	73	193
			4	10
			7	3
31 Jan 68	94	213	74	189
			4	8
			11	3

b. The following is a listing of critical MOS shortages that have existed as of 31 January 1968

<u>MOS</u>	<u>AUTHORIZED</u>	<u>ASIGNED</u>
68B	13	2
71B30	22	11
93B	18	6

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7 (C) Aviation Safety

a. During the period of this report this battalion experienced eight (8) major Army aircraft accidents. Four (4) of the accidents were the result of pilot error, one (1) resulted from fuel pump failure and three (3) were due to engine failure.

b. Four (4) of the eight (8) helicopters suffered repairable damage and four (4) were total losses.

c. Four (4) fatalities occurred as a result of aircraft accidents.

d. For this reporting period this battalion flew 32,965 hours and had an accident rate of 24.2 per 100,000 flying hours.

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SECTION II Commanders Observation and Recommendations. Part I - Observations, (Lessons Learned).

1. (C) Personnel

Item: Large number of personnel rotating to CONUS simultaneously.

Discussion: Two units in this Bn, the 174th and 176th Avn Co arrived in RVN within 31 days of each other. Infusion of aviators within the battalion was accomplished and eased the problem considerably. Due to MOS requirements, it was not possible to infuse the enlisted men and NCO's satisfactorily unless accomplished at a higher level.

Observation: A definite drop in unit efficiency is the result of personnel management which allows for one-half a battalion to have the same or nearly the same DEROS.

2. (C) Operations

a. Item: Engine deck separation.

Discussion: The above condition has occurred in 7 cases during the period which necessitates the turning in of the aircraft and thereby decreasing operational capability. This condition occurs at 2000 hours airframe time.

Observation: Ten aircraft are over eighteen hundred hours which indicates a need for increased number of replacement aircraft.

b. Item: People Sniffer

Discussion: The People Sniffer has been effective in locating people hiding or under foliage thus giving raw data to the intelligence effort.

Observation: The system could be more effective if supported by a reaction force consisting of TAC AIR, gunships or infantry.

c. Item: Mortar Air Delivery System (MADS)

Discussion: The 81mm mortar rounds dropped from an aircraft give the Aviation Company more flexibility. With an 81mm ship propping the LZ, the supporting gunships can devote full time to their primary mission of supporting the troop carrying ships into an LZ. The use of the 81mm for a prop will eliminate the need for a heavy section to prep an LZ, and then hurry back to the flanks of the incoming ships to cover their inbound axis of approach.

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Many times with the armament systems we have now, it is difficult to effectively attack a ravine or draw. With this 81mm mortar system it is feasible to effectively engage this type of target without putting the aircraft with the standard armament systems through unusual attitudes.

Observation: Two systems are available in this battalion and have been used effectively.

d. Item: Avionics in the OH-6A

Discussion: The OH-6A is equipped with UHF and FM radio transceivers. The missions as flown by OH-6A in the Air Cavalry troop require continuous communications on FM with the unit being supported and on UHF with his wingman. His wingman monitors troop command on his FM radio.

Observation: Without VHF backup an OH-6A is not mission ready when either radio goes out and this has happened on numerous occasions in Troop C, 7/17 Cav.

e. (C) Item: The constant change of supported units recreates the problem of CH-47 (Chinook) misutilization.

Discussion: Forward supply points are not placed in the proper location on the major network, resulting in excess turn around time for delivery of cargo by Chinook. The problem can be almost entirely eliminated by utilizing present installations during the day light hours and returning the convoy to secure areas prior to darkness. Cargo rigged for sling loads may be left on the vehicles or off loaded by Chinook to release vehicles for other tasks.

Observation: The end result obtained by utilizing FSP's is faster response to the needs of the supported unit and less flying time per mission. This is especially necessary during the monsoon season during short periods of flyable weather.

f. (C) Item: This unit now has one CH-47B Chinook Aircraft.

Discussion: Field data is presently being accumulated by this unit to determine type loads. Three 155mm Howitzers have been carried to or from areas varying in elevation from 40 feet to 1,500 feet above sea level. The howitzer weight at pickup is 12,500 pounds. This weight requires from 800 - 860 foot pounds of torque for take off.

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Observation: Increased density altitude will require early morning movement of loads in this weight category. These size loads have to be the exception rather than the rule. Each move has resulted in a high frequency vibration due to broken loadmounts on the rotor system drive train.

g. Item: Utilization of Air Cavalry

Discussion: Numerous requests have been received from units moving to contact or units in contact, for the assistance of a screening team. On numerous occasions teams have been requested due to the ground units observing people run, receiving a round of sniper fire, or units requiring nothing more than navigational assistance.

Observation: A screening mission is one aspect of combat support that the Air Cav troop is uniquely equipped to provide. Properly utilized, it can provide the ground commander with valuable information as to terrain, route of advance, and most important the location of the enemy. It must also be realized that when a team is committed to a screening mission there is a detrimental aspect associated with it. This diverts the troop from its primary mission of general and detailed reconnaissance of the AO. With all these factors taken into consideration the requesting unit should be in a position to derive maximum utilization from the team when it arrives on station. There have been times when a team has been diverted from its primary mission to a screening mission only to find the requesting unit on a lunch break or the requesting unit calling in artillery or an air strike and making the screening team hold for as much as an hour. The point being, that the ground unit should request the teams when there is a definite need and the unit is in a posture to utilize them immediately.

h. Item: Use of Artillery, explosives, and CS by supported ground units.

Discussion: The use of artillery, explosives, and CS by ground units is a very effective weapon against troops in the open and is especially effective against bunkers, tunnel complexes, and other structures. On numerous occasions a team has been screening for a ground unit that has called in artillery, blown bunkers, or used CS without informing the screening team. This creates a very dangerous situation as the screening team works at low level and at times very close to the ground unit.

Observation: A screening team remains in contact with the ground unit by utilizing the ground units frequency. It is imperative that the ground unit notify the screening team of the use of artillery, explosives, and CS.

3. (C) Training and Organization

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AVGM-AC

13 February 1968

SUBJECT: Operational Report for Quarterly Period 31 January 1968 (RCS-CS
FOR 65)

Item: Air Traffic Control Detachment

Discussion: The 348th AOD, a 1st Aviation Brigade Unit, is presently attached to 14th CAB to provide airfield control in the Americal Division AO. The operation of division airfields is the responsibility of the Division Aviation officer and because of this an AOD should be made available to him to accomplish this mission.

Observation: The 348th AOD should be attached to the Americal Division Aviation Bn (123rd).

4. (U) Intelligence: None

5. Logistics: None

Part II Recommendations

1. (C) Personnel

Reference: Section II, Part I, Para 1.

Recommendation: A program be set up at Group level to infuse personnel between battalions rather than within battalions when two units of the same battalion arrive in RVN at the same time.

2. (C) Operations

Reference: Section II, Part I, Para 2d.

Recommendation: An additional FM or VHF radio be placed in the OH-6A.

3. (C) Training and Organization

Reference: Section II, Part I

Recommendation: Increased emphasis be placed on Division and Brigade staff planning of aviation employment.

4. (U) Intelligence: None

5. (U) Logistics: None

Ray M. Carson
RAY M. CARSON
LTC CE
Commanding

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AVGM-AC

13 February 1968

SUBJECT: Operational Report for Quarterly Period 31 January 1968 (RCS-CS
FOR 65)

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AVGM-SC (13 Feb 68)

1st Ind

SUBJECT: Operational Report for Quarterly Period 31 January 1968 (RCS-CS FOR 65)

DA, HEADQUARTERS, 16th Combat Aviation Group, APO San Francisco 96337, 22 Feb 68

TO: Commanding General, 1st Aviation Brigade, ATTN: AVBA-C, APO San Francisco 96384

1. (U) The 16th Combat Aviation Group received command, less operational control, of the 14th Combat Aviation Battalion on 1 January 1968. Further, the battalion is attached to the 23rd Infantry Division (Americal), hence it is both operationally and administratively responsive to that unit. Many of the comments made in this report are matters which are being resolved with the Americal Division.

2. (C) I concur with the observations and recommendations made by the Commanding Officer, 14th Combat Aviation Battalion except as noted below. Further, I have amplified certain comments for clarification.

a. Section II, Part I, 1 Item: Large number of personnel rotating to CONUS simultaneously: This headquarters was aware of this problem upon its activation. The former parent unit of the battalion attempted to infuse personnel to some degree but was only marginally successful. It is believed that adequate guidance from higher headquarters has been published on the infusion program. The group will manage infusion activities in the future which are beyond the capability of the battalion to resolve.

b. Section II, Part I, 2a, Item: Engine deck separation: This condition has been a continuing problem area. Assistance has been requested from maintenance support units and has been received. Aircraft have been issued to the battalion on a priority basis to replace losses and to retain the unit at a near authorized strength. Although some decrease in operational capability will be experienced during maintenance repair, every attempt is being made to lessen this condition.

c. Section II, Part I, 2b, Item: People Sniffer: Experience has shown that the system is more effective when supported by a reaction force and this employment is practiced whenever assets are available within the Americal Division.

d. Section II, Part I, 2d, Item: Avionics in the OH-6A: The basic problem stems from the unreliability of the existing radios in the aircraft. In mid-January when Troop C was visited by the Vice-President of Hughes Tool Company and the OH-6A Project Manager this problem was discussed with them. Wiring and antenna equipment faults are largely to blame and equipment improvement recommendations have been rendered.

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AVGM-SC (13 Feb 68)

22 February 1968

SUBJECT: Operational Report for Quarterly Period 31 January 1968 (RCS-CS
FOR 65)

The feasibility of adding a back-up VHF radio has been referred to the
AMC Project Manager.

e. Section II, Part I, 2e, Item: The constant change of supported units recreates the problem of CH-47 (Chinook) misutilization: To clarify this item somewhat, it should be noted that all requests for CH-47 missions are carefully evaluated by the battalion. Advice and recommendations are made to the supported units which encourage the establishment of forward supply points on existing road nets thus retaining the CH-47 for missions into areas inaccessible by ground transportation.

f. Section II, Part I, 2g, Item: Utilization of Air Cavalry: Although instances of misuse of the air cavalry troop have occurred, since 27 January the troop has been under the operational control of the division cavalry squadron and better utilization has been experienced since that time. Further, command emphasis has been given to this matter within the Americal Division.

g. Section II, Part I, 3, Item: Air Traffic Control Detachment: Although the Americal Division has a requirement to operate several landing zones and an administrative heliport, I do not concur that the 348th AOD should be attached to the division. With the formation of a division aviation battalion, sufficient personnel should be available in the battalion communications section and pathfinder detachment to satisfy division requirements. The AOD's are tasked to provide support for airfields assigned to non-divisional aviation units. A requirement exists for the use of the detachment to operate such an airfield - Chu Lai (East). Air Traffic Control of this facility was recently assigned to this command.

DANIEL G. GUST
Colonel, Infantry
Commanding

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AVDA-C (13 Feb 68)

2d Ind

MAR 9 1968

SUBJECT: Operational Report for Quarterly Period 31 January 1968
(RGS-CSFCR 65)

HEADQUARTERS, 1ST AVIATION BRIGADE, APO 96384

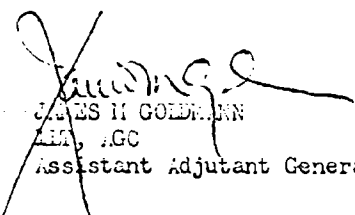
THRU: Commanding General, United States Army Vietnam, AFN: AVHGC-DST, APO 96375
Commander in Chief, United States Army Pacific, AFN: GPCP-CF, APO 96558

TO: Assistant Chief of Staff for Force Development, DA (ACSFOR DA),
Washington, D.C. 20310

1. This headquarters has reviewed subject report of the 14th Combat Aviation Battalion and considers it to be adequate and concurs with the contents as indorsed.

2. The following additional comment is considered pertinent: The 348th AOD mentioned in paragraph 2g of the first indorsement has been redesignated as the 348th Aviation Support Detachment. Disposition of all Aviation Support Detachments in regards to assignment of responsibilities is currently under study by the 348th ASD's parent organization, the 58th Aviation Battalion (FLT FACIL MBL) and recommendations will be presented to this headquarters mid-March 1968.

FOR THE COMMANDER:


JAMES H. GOLDMANN
LTJ, AGC
Assistant Adjutant General

24.

AVHGC-DST (13 Feb 68) 3d Ind (U)
SUBJECT: Operational Report for Quarterly Period 31 January 1968 (RCS-CS
FOR 65)

HEADQUARTERS, US ARMY VIETNAM, APO San Francisco 96375 11 MAR 1968

TO: Commander in Chief, United States Army, Pacific, ATTN: GPOP-DT,
APO 96558

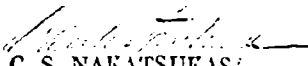
1. This headquarters has reviewed the Operational Report-Lessons Learned for the quarterly period ending 31 January 1968 from Headquarters, 14th Combat Aviation Battalion (AX2A) as indorsed.

2. Concur with report as indorsed. Report is considered adequate.

3. A copy of this indorsement will be furnished to the reporting unit through channels.

FOR THE COMMANDER:

Copy furnished:
HQ, 1st Avn Bde
HQ, 14th Cmbt Avn Bn


C. S. NAKATSUKASA
Captain, AGC
Assistant Adjutant General

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GPOP-DT (13 Feb 68) 4th Ind (U)
SUBJECT: Operational Report of HQ, 14th Cbt Avn Bn for Period Ending
31 January 1968 (RCS CSFOR-65) (R1)

HQ, US Army, Pacific, APO San Francisco 96558 29 MAR 1968

TO: Assistant Chief of Staff for Force Development, Department of the
Army, Washington, D. C. 20310

This headquarters has evaluated subject report and forwarding indorse-
ments and concurs in the report as indorsed.

FOR THE COMMANDER IN CHIEF:

K. F. OSBOURN
MAJ, AGC
Asst AG

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